

**NOTICE OF AN AIR QUALITY DETERMINATION
ON THE EXTENSION OF BRIDFORD PARKWAY (SR 4126)
FROM HORNADAY ROAD TO BURNT POPLAR RD AT SWING ROAD**

WBS No. 35007.1.1

TIP Project: **U-4006**

Guilford County

The North Carolina Department of Transportation is in the pre-construction phase of extending Bridford Parkway. As part of the project planning process, required environmental documentation has been completed. An Environmental Assessment (EA) was completed and circulated on the project in 2003 and a Finding of No Significant Impact was completed and circulated in 2005. Additionally a Consultation, to update the environmental documentation, was recently completed. NCDOT is currently in the process of acquiring Right-of-Way for the project and construction is scheduled to begin in 2009.

The final rule under the Clean Air Act that establishes the transportation conformity criteria and procedures for determining which transportation projects must be analyzed for local air quality impacts in Particulate Matter (PM) 2.5 non-attainment and maintenance areas was published on March 10, 2006. Project U-4006 is located in Guilford County, which is designated as a non-attainment area for PM 2.5.

Transportation Conformity Guidance for Qualitative Hot-spot Analysis in PM 2.5 and PM 10 Nonattainment and Maintenance Areas, circulated on March 29, 2006, outlines how to conduct qualitative PM 2.5 hot-spot analyses for “projects of air quality concern”, as defined in the final rule by 40 CFR 93.123(b)(1). Projects of air quality concern are highway and transit projects that involve significant levels of diesel traffic, or any project that is identified as a localized air quality concern by the PM 2.5 State Implementation Plan (SIP). The guidance also notes that a qualitative PM 2.5 hot-spot analysis is not required for projects that are not an air quality concern, but states that the project-level conformity determination should document that Clean Air Act and 40 CFR 93.116 requirements were met without a hot-spot analysis, for projects found to not be of air quality concern under 40 CFR 93.123(b)(1). The guidance also provides examples of projects that would and would not be considered projects of air quality concern. Project U-4006 was compared with the examples provided in the guidance to determine whether it should be considered a project of air quality concern and would require a qualitative PM 2.5 hot-spot analysis.

Comparing TIP Project U-4006 with examples of projects considered “projects of air quality concern” (those addressed in 40 CFR 93.123(b)(1) and that require a qualitative PM 2.5 hot-spot analysis) shows that U-4006 is not a “project of air quality concern”. The construction of TIP Project U-4006 does not result in a significant increase in the number of diesel engines in the area.

TIP Project U-4006 does compare favorably to an example of a project that would not be covered under 40 CFR 93.123(b)(1). The guidance states that “any new or expanded highway project that primarily services gasoline vehicle traffic (i.e., does not involve a significant number or increase in number of diesel vehicles), including such projects involving congested intersections operating at Level-of-Service D, E, or F” is an example of a project that is not an air quality concern under 40 CFR 93.123(b)(1)(i) and (ii).

Since TIP Project U-4006 was not found to be a project of air quality concern under 40 CFR 91.123(b)(1), a qualitative PM 2.5 hot-spot analysis is not required. The following statement has been added to the latest environmental document (Consultation) for the proposed project:

A qualitative PM 2.5 hot-spot analysis is not required for this project since it is not a project of air quality concern. The Clean Air Act and 40 CFR 93.116 requirements were met without a hot-spot analysis, since this project has been found not to be of air quality concern under 40 CFR 93.123(b)(1).

The above analysis and determination was performed by NCDOT in consultation with the Federal Highway Administration.

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